The Daybook

Vol. 8 Issue 2

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Features

Cover Illustration: When historians speak of the "Cold War," they are referring to the struggle between Communism and the West. However, when the battleship *Wisconsin* entered the Korean War in the middle of winter, her crew easily could have brought a new definition to the term "cold war," as temperatures were frequently frigid. On the cover are Seaman D.S. Williams and Mal McKinnen of *Wisconsin*'s 1st Division bundled up at their battle stations somewhere off the coast of North Korea in late 1951.

HAMPTON ROADS NAVAL MUSEUM
Local History, World Events

About The Daybook *and the Museum*

The Daybook is an authorized publication of the Hampton Roads Naval Museum (HRNM). Its contents do not necessarily reflect the official view of the U.S. Government, the Department of Defense, the U.S. Navy, or the U.S. Marine Corps and do not imply endorsement thereof. Book reviews are solely the opinion of the reviewer.

The HRNM is operated and funded by Commander, Navy Region, Mid-Atlantic. The museum is dedicated to the study of 225 years of naval history in the Hampton Roads region. It is also responsible for the historic interpretation of the battleship *Wisconsin*.

The museum is open daily. Call for information on *Wisconsin*'s hours of operations. Admission to the museum and *Wisconsin* are free. *The Daybook*'s purpose is to educate and inform readers on historical topics and museum related events. It is written by the staff and volunteers of the museum.

Questions or comments can be directed to the Hampton Roads Naval Museum editor. *The Daybook* can be reached at 757-322-2993, by fax at 757-445-1867, e-mail at gbcalhoun@nsn.cmar.navy.mil, or write *The Daybook*, Hampton Roads Naval Museum, One Waterside Drive, Suite 248, Norfolk, VA 23510-1607. The museum can be found on the World Wide Web at http://www.hrnm.navy.mil.

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History Hot Off The Press

The Director's Column

by Becky Poulliot

By the time you receive this issue of *The Daybook*, the third museum collections CD should be available. For those of you unfamiliar with these popular disks, take some time to examine one during your next visit to the museum. The advent of digitization has provided a great opportunity to preserve our significant archival collection of photographs, original documents, blueprints, ship plans and drawings. In 1999, we began the process by "burning" our photographic collection. One hundred and forty of our most popular images like the Civil War's *Monitor* photographs, the 1907 Great White Fleet departure, and the building of Naval Base Norfolk can all be found on our first CD, *Images of History.*

Commander, Navy-Region, Mid-Atlantic, and the museum recieved awards from the Chief of Naval Operations and from the Secretary of the Navy for work in historic preservation at local naval installations. (U.S. Navy photo)

In 2001, we produced a second CD, *Drawn from History: A Digital Image Collection*, which featured postcards; blueprints of Naval Station houses, especially those remaining from the 1907 Jamestown Exposition; ship plans; the "war diary" from the 5th Naval District in 1942; and issues of the Norfolk Naval Station's *Training Station News* newspaper from the 1930's. The third CD continues up through the pivotal 1940's with the Station's newspaper, which was then known as *The Seabag.* Four war years (1941-1944) are on the disk, together with 400 copies of precious ink on linen architectural renderings of Norfolk Naval Station's early buildings. Commander in Chief, Atlantic Fleet Environmental has funded this preservation effort that is available for distribution to researchers and the public.

LISN Darrell Medina teaches a group of school children how to tie knots. Seaman Medina is one of four new permanent military billets assigned to the museum. (Photo by Gordon Calhoun)

Digitization is but one way that the Hampton Roads Naval Museum contributes to the Navy's outreach efforts. As a part of Commander, Navy Region, Mid-Atlantic (CNRMA), we are the Navy's regional outreach center for education. We offer public education programs, archaeological collections conservation, archival record preservation, and develop assets like USS *Wisconsin* into major regional cultural attractions. In recognition of these efforts, our museum was nominated as part of CNRMA's cultural resource team for a series of awards given by the Secretary of Defense. These Environmental Security awards recognize program excellence at the CNO, Secretary of Navy and Department of Defense levels. In April 2002, it was announced that our team had won at all three levels. On April 30th, CNRMA was awarded both the CNO and Secretary of the Navy awards at the Navy Memorial in Washington DC. Admiral Architzel (CNRMA) attended and accepted the awards with us. The following day, the CNRMA team accepted the overall Secretary of Defense FY2001 Environmental Security Award at the Pentagon in Arlington from Under Secretary of Defense Pete Aldridge. Way to Go!!!

The Navy has also, for the first time in the museum's history, granted us four permanent military billets. **GMC (SW) Keith Ryan** will serve as the museum senior military staff member; **NCC (SW) Lisa Robinson** is Ceremonies Coordinator; and **LISN Darrell Medina** is serving as a school instructor and is assisting with desktop publishing projects. Our fourth military will arrive in February to supervise gallery personnel.

Have a great summer everyone and I hope to see you at a luncheon.

Becky

Yeoman (F)'s Uniform Now on Display

by Joe Judge

The Hampton Roads Naval Museum has added a World War I woman's uniform to its permanent exhibit. The uniform is that of a Yeoman (F), otherwise known as an "Enrolled Woman of the Naval Force." These Yeomen (F), or "Yeomanettes" as they were popularly known, represented the first large-scale employment of women by the Navy.

The museum's uniform belonged to Petty Officer Third Class Josie Badger. Miss Badger later became Josie Badger Matthews, and it was her son, James J. Matthews Jr. of Norfolk that donated the uniform to the museum. Long-time docent **Harrell Forest** was instrumental in arranging the donation. The uniform itself is a dress blue blouse (for winter) and a straight-brimmed sailor hat, also blue, with a silk ribbon reading "US NAVY." (Unfortunately we do not have the full skirt or the cape that were other elements of the uniform.) Miss Badger and her friends were obviously proud of their new uniforms, as they had a series of striking photographs taken. Mr. Matthews also donated four of these images that are all included in the exhibit. The Naval Historical Center Photographic Branch has an excellent section on the Yeomanettes, which can be found at www.history.navy.mil.

This yeomanette uniform belong to Josie Badger Matthews and is now on display in the museum's Fifth Naval District gallery. Included are four photos of Mrs. Matthews' friends who were also yeomanettes (Photo by Gordon Calhoun)

For those readers without Internet access we are happy to supply the content of this excellent web page as follows: "The creation of the Yeomanettes took place to meet the severe clerical shortages of the World War I era. The Naval Reserve Act of 1916 had conspicuously omitted mention of gender as a condition for service, leading to formal permission to begin enlisting women in mid-March 1917, shortly before the United States entered the "Great War". Nearly six hundred Yeomen (Female) were on duty by the end of April 1917, a number that had grown to over eleven thousand in December 1918, shortly after the Armistice. The Yeomen (F), or "Yeomanettes," primarily served in secretarial and clerical positions, though some were translators, draftsmen, fingerprint experts, ship camouflage designers and recruiting agents. Five went to France with Naval hospital units and a modest number of others were stationed in Puerto Rico, Guam, Hawaii and the Panama Canal Zone.

"However, the great majority were assigned duties at Naval installations in the Continental United States, frequently near their homes, processing the great volume of paperwork generated by the war effort. Yeomen (F), all of whom held enlisted ranks, continued in service during the first months of the post-war Naval reductions. Their numbers declined steadily, reaching just under four thousand by the end of July 1919, when they were all released from active duty. Yeomen (F) were continued on inactive reserve status, receiving modest Retainer Pay, until the end of their four-year enlistments, at which point all women except Navy nurses disappeared from the uniformed Navy until 1942. Many honorably discharged Yeomen (F) were appointed to Civil Service positions in the same Navy Yards and Stations where they had served in wartime."

"Entitled to veterans' preference for Government employment, they provided a strong female presence in the Navy's civilian staff through the decades after World War I. One former Yeoman (F), who had risen in rank to Chief Petty Officer while in uniform and became a Bureau of Aeronautics civilian employee afterwards, was Joy Bright Hancock. During World War II, she became one of the first women Naval officers, and, with the rank of Captain, was the director of the WAVES during the late 1940s and early 1950s."

Yeoman (F) Sylvia Spear wearing the uniform in 1918. (Naval Historical Center photo)

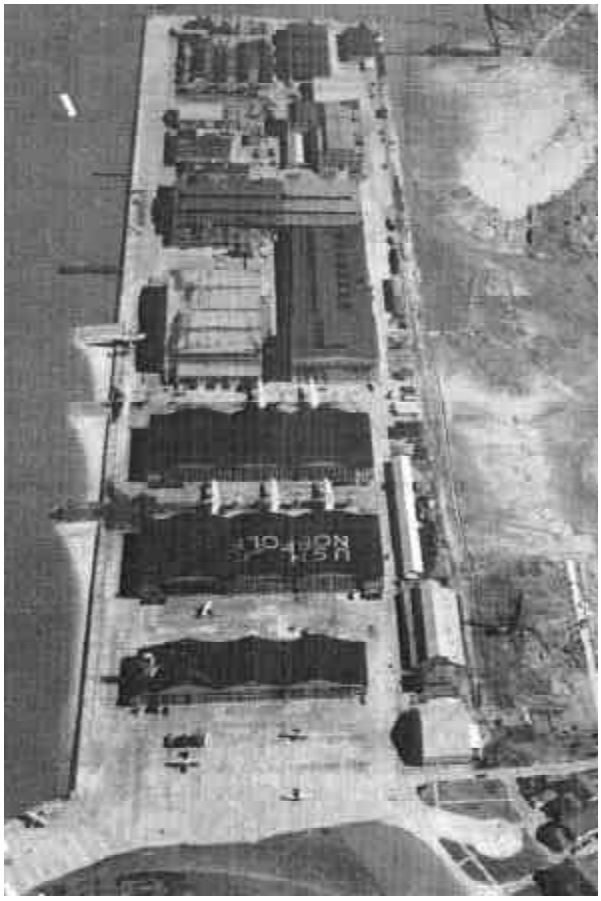
Yeomanettes are inspected at the Washington Navy Yard, 1918. (Naval Historical Center photo)

Visitors can see the museum's Yeomanette uniform in the early Naval Base section of the permanent gallery.

New Exhibit at AMC Terminal

by Michael Taylor

As a part of its ongoing architectural history program, the Hampton Roads Naval Museum is currently developing and designing a new exhibit, which will be placed in the new Navy/AMC Air Terminal at Naval Station Norfolk. The exhibit is a result of an agreement between Commander, Navy Region Mid-Atlantic (CNRMA), the Advisory Council on Historic Preservation and the Commonwealth of Virginia State Historic Preservation Officer to implement the Navy's Naval Air Station Master Hangar Plan. This plan will build a series of new hangars at Chambers Field more suited towards the Navy's modern mission requirements. The new hangar complex will replace hangars LP-2-3-4-12-13-14, SP-1-2 and SP-31.



The "SP" or Sea Plane Hangars from the air. Many of the hangars, which were built in the 1940s, are slated to be replaced by newer hangars. (National Archives photo)

These LP and SP hangars are part of the Naval Air Station Historic District located at Chambers Field. The hangars are also classified as Category I structures, which means that they have the highest Preservation Rating given by CNRMA here at Naval Station Norfolk. To mitigate the effects of removing these buildings, HRNM and CNRMA will implement a "Public Interpretation Program" exhibit to preserve the memory and historical importance of the affected hangars.

When one thinks of "architectural history," airplane hangars are not exactly the first item that comes readily to mind. One would normally think of Victorian-style mansions and large servants quarters. Airplane hangars, particularly ones that were supposed to be temporary structures, are not particularly distinctive. But architectural history is not just about fancy staircases and wood moldings. The discipline also focuses on how we use structures.

The Landing Plane "LP" and Sea Plane "SP" hangars to be removed make up the core of what was the Navy's premier naval aviation center during World War II. Construction started on the hangars right before World II and was completed in 1942. These Chambers Field hangars were used for training, maintenance and patrol activities throughout the war. Along with the entire range of carrier borne aircraft, the hangers were home to all types of seaplanes and even long-range Liberator PBM4Y bombers. After World War II, the hangars continued to serve the Navy throughout war and peace. Today, the hangars are used primarily as maintenance facilities for the Atlantic Fleet's E-2C Hawkeye surveillance squadrons and helicopter units. Naval Aviation Depot Norfolk (NADEP, formerly Naval Air Rework Facility or NARF) used the hangers as well, until the Depot's closing in 1996.

The Hampton Roads Naval Museum will soon unveil an exhibit at the new AMC Terminal. The exhibit will have many previously unpublished photos of NAS Norfolk, including this one of Hanger LP-1 in 1943. (National Archives photo)

The planned exhibit will be located at the new Air Terminal at Chambers Field. This state of the art facility is projected to service over 250,000 military and civilian air travelers a year. The exhibit will consist of a series of exhibit panels outlining the history of Chambers Field. Special emphasis will be placed on the historic buildings and hangers in order to educate passengers about the birth of Naval aviation here at Naval Station Norfolk. Almost all of the photographs used in the exhibit were only recently discovered in the collections held by the National Archives in College Park, Maryland.

The Navy built much of NAS Norfolk during World War II, including the major runways. (National Archives)

Large photo blowups will also used to give the Terminal's visitors an in-depth perspective on the field's mission during World War II. The exhibit will be installed and open to the public in the fall of 2002.

Wisconsin Silver Service Now On Display

The Museum recently unveiled the Battleship *Wisconsin*'s silver service on the landing between Nauticus' first and second decks. This new permanent exhibit includes the collection's punch bowl, tea service, candlesticks, and presentation plaque. Included in the display are close-up photographs of the silver, that highlight the high level of craftsmanship that went into each piece, and a history of how the collection came to the ship.

Wisconsin Visitor Information

General Information:
757-322-2987
http://www.hrnm.navy.mil
Volunteer Opportunities:
757-322-3106
tdandes@nsn.cmar.navy.mil

Honor and Ceremonies:
757-322-2988
anichols@nsn.cmar.navy.mil
Historical Information:
757-322-2993 or 322-2984
gbcalhoun@nsn.cmar.navy.mil

Nauticus' *Wisconsin* Exhibits:
757-664-1000
www.nauticus.org
jburge@city.norfolk.va.us

***Wisconsin* Project Partners:**
USS *Wisconsin* Association:
www.usswisconsin.org

Battleship *Wisconsin* Foundation:
www.battleshipwisconsin.org

Cold Warriors: Wisconsin*'s Crew in the Korean War*

by Susan Bolland and Gordon Calhoun

When North Korea launched its surprise offensive on non-communist South Korea, the United States geared up for what it thought was going to be a global war against the Communists. As part of its mobilization efforts, the Navy awoke Battleship *Wisconsin*, which was currently at rest in Hampton Roads, and dispatched her to the other side of the world. Like many veterans of the Korean War, *Wisconsin*'s crew members may have wondered why we were fighting, but none of them doubted their duty. In this article, the editor of *The Daybook* and writer Susan Bolland talked with six veterans of the Korean War and about their time aboard BB-64.

Manning Wisconsin*'s Ops-OS1 John Cummisk*

John Cummisk was born in Willimantic, Connecticut on April 23, 1925. On July 30, 1943, after his graduation from high school, he was drafted into the Navy, but on the day he reported to the draft, he was written in as a volunteer. John had wanted to serve in the Navy as his father had served one year during WWI at NAS Bayshore, Long Island.

John first reported to boot camp in Newport, Rhode Island, and then proceeded to the Cavalier Hotel in Virginia Beach, Virginia, which at that time was being used as a Radarman School. The top of this graceful old hotel was rigged with numerous radar antennae. There were 100 men in John's class, and the course took a total of three weeks.

John was on the USS *Franklin* (CV-13) while she was in a task group invading the Philippines. On October 30, 1944, a kamikaze hit the *Franklin*, killing 54 men. After repairs in Bremerton, the *Franklin* returned to the Pacific. John recalls that two days into it, on March 19, 1945, while off Kiyushu, the Japanese dropped two bombs on her, killing 724 of the 3200 men onboard. John was in the water for two hours before the USS *Hunt* (DD-674) picked him up out of the water.

He reenlisted in 1946 and was eventually ordered aboard *Wisconsin* in 1951. He had heard that battleships were different from other ships; there were a lot of inspections, uniforms had to be perfect, and a lot of "mickey mouse nitpicking" on board the dreadnought. But he has only fond memories of his days as a battleship sailor.

He vividly remembers watching the smoke come out of the bumpers as she made her way – or rather squeezed her way – through the Panama Canal. With a twinkle in his eye, John would tell you about the time he was the radar air search and he spotted a bogey at 100 miles east and 270 degrees west. It was a real big bogey. He called it up to "the powers that be" only to be told "that bogey is Formosa." He also remembers serving as the Royal Imp on the Neptune Court. For this role, he was entitled to carry a trident. However, the end of his trident had been rigged to give an electric shock. John struck his outfitted trident on about 20 polywogs before someone spotted what he was doing, and his trident was taken away from him.

John will tell you he is a natural traveler, and he loved it when he would receive liberty in the foreign ports. He avoided the crowded spots, and tried to see a bit more of the places his ship had taken him. For the most part, in his travels in Japan, Hong Kong, or Guam, he came across only friendly and courteous people. But one day as he rode his bike along a deserted road in Japan, a Japanese soldier came towards him, over onto his side of the road, and

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Seaman D.S. Williams and Seaman Mal McKinnen of Wisconsin*'s 1st Division bundled up at their battle stations somewhere off the coast of North Korea, 1951. (HRNM's* Wisconsin *Veterans collection)*

Like many of America's Korean War veterans, John Cummisk is also a veteran of World War II. He served aboard the gallant carrier USS Franklin *(CV-13) when it was almost sunk by Japanese aircraft. But even this traumatic event did not deter him from continuing to serve in the Navy. (Photo provided by John Cummisk)*

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forced John into a ditch. The soldier apologized profusely after the event, but John was certain it had been intentional. But John Cummisk now shrugs his shoulders of the incident, without any bad feelings at all.

John also was on board *Wisconsin* on the only day crewmembers were injured in combat. The ship was off the coast of North Korea when shore artillery hit the first level of the superstructure on the right hand side of the ship. Three men were wounded. The Captain was outraged – not only about his men, but also on the damage done to his ship: all nine of the 16" guns were fired in broadside at the perpetrators. They were obliterated. The injured crewmen, however, recovered from their wounds.

"Toughest Job I Ever Had"- MM1 Seth Wilson

Seth Wilson was 16 on the day he enlisted in the Navy. His parents signed a notarized statement stating that their son was 17, which was the legal age to enlist. His father, a staff sergeant in the Army, figured his son, who had dropped out of school after the eighth grade, would do well in the service. Anyway, it was June of 1944 – most young men were enlisting in the service.

After five weeks of boot camp, Seth joined the aircraft carrier *Ticonderoga* (CV-14) as a plankowner, and he worked pushing airplanes on the flight deck. He was only 100 feet down the flight deck when a kamikaze hit her. He stayed on board while she was repaired and returned to the Pacific on *Ticonderoga* till "Operation Magic Carpet" brought the boys back home from the war.

Late in the 1940s, Seth was working on the reserve fleet in Newport News when the *Wisconsin* was brought out of mothballs. He worked on her right from the start, and when she was recommissioned, Seth was assigned to the A Gang, the Auxiliaries Division responsible for hydraulics and the diesel generators. When he made Petty Officer First Class, he was assigned to the refrigeration and AC systems, and the evaporators.

Seth refers to his work on the evaporators as a very difficult task. The equipment had to be maintained and at the same time make 120,000 gallons of water per day. The boilers used most of the fresh water. In fact, 80% of the water made was turned into steam and "lost" as Seth understandably puts it. Each sailor on board was allotted 40 gallons of water per day: this water had to cover the shower, laundry, cooking, and drinking of one man. During Korea, she carried 2,100 men, but the ship's machinery only called for 1,600. For routine maintenance, the equipment had to be turned off – and sometimes the equipment broke down and turned itself off. But the 2,100 men still needed water.

As for the air conditioning units, they most certainly were not for the crew. "The ammo magazines had to be kept cool. If the rest of the ship was 100 degrees, we would keep the magazine at about 85 degrees." Needless to say the AC units were not needed when the ship went to Korea as the ship arrived in Area "Sugar" in the middle of winter.

"Oh we had to turn on the heaters for that."

"Yeah," recalls Seth, "the toughest job I ever had." But his eyes light up when he talks about her silhouette. His hands move through the air to describe the beauty of her lines. And you can't miss the pride in his in voice when he just says the word - *battleship.*

He likes to tell the story about his XO and CO. The crew referred to them as Tom and Jerry – as one was tall and the other quite short. But Seth suggests these were terms of endearment as they were good officers. There was some space near the mess deck that was not being used, and one of the first class went to the CO for permission to use this area for the ship's first class petty officers. Permission was granted, and from that day on, the 160 first class petty officers aboard *Wisconsin* started to come together, looking out for each other, and forming bonds that reverberated throughout their days and duties on board the ship.

"That was probably one of the best decisions the CO ever made for that ship" says Seth.

Seth remembers Korea as the coldest place on the face of the earth. He recalls a typhoon which they rode out in 40 foot seas. "She never rolled, but rode those waves up and down." He will never forget the sight of water breaking on the bridge on the *Wisconsin*.

He will also never forget the three hours he once spent in turret number three. How did a machinist's mate make it into the turret? Seth's responsibilities required him to be in a thousand places at once to make

Seth Wilson pictured here as a Machinist's Mate second class. He was promoted to first class on board Wisconsin *soon after this picture was taken. Seth enlisted when he was 16 and served in World War II, Korea, and Vietnam. (Photo provided by Seth Wilson)*

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The "Three Musketeers," Andrew Tingle, George Goldman, and Seth Wilson reunited aboard Wisconsin *in 2001 and now serving as museum docents aboard their ship. All three served on BB-64 during Korea and all three made officer rank. George Goldman was the chief engineer of the intelligence ship USS* Liberty *(ATGR-5) when it was attacked in 1967. (Photo provided by Seth Wilson)*

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sure the ship's air conditioning and water units were working.

While walking around the ship to check on things, he was in the main battery plot and had the chance to actually fire the gun. The gun captain happened to be a close friend of his who let him pull the trigger. He was not supposed to be there – but he wanted to see it – just once. However, in that short amount of time he was there, there were two hang fires, an electrical fire in an elevator hoist, and a broken powder bag. He never got in a turret again.

Most of the crew had one place to be when the captain called for general quarters, but not Seth. "I was all over the place." When the ship was hit on March 15, 1952, Seth did not even know the ship was under attack as he was working way below the main deck. "All I heard over the PA system was 'we are being fired on, we returned the fire, and knocked them out.'"

"Yes," Seth will tell you, "she is the last battleship ever built – the *Wisky*. And all that talk about the *Kentucky* – that's nonsense." Seth explains the engineering behind repairing the damage to the *Wisconsin* bow and how *Kentucky* (BB-65) was really used to repair her. It was only the lower part of the *Wisconsin*'s bow that was replaced – the present planking on *Wisconsin*'s bow is the original planking. It had to be done this way, and only this way, Seth explained, due to the reinforcements in her for the 30,000-pound anchor. "The *Wisconsin*'s bow was never cut off."

Seth's career following his time on the *Wisconsin* took him from engineering to electronics, and then on to selection as a Chief on February 16, 1956. After a two and a half year stint in Morocco, he was commissioned as an LDO and completed another two and half year tour in Guam. Seth was in-country in Vietnam in '69/'70 as an electrical communications officer for Naval Detachments. He spoke of only one memory of his tour of duty there. For a short hop he shared a Huey helicopter with a soldier and his German Shepherd. The pilot picked this soldier up from the jungle and then dropped him down somewhere else – and told Seth that he would go back a week later to pick him up - "If he was still alive." These memories are difficult for Seth, and difficult to watch Seth still grapple with them.

What is much sweeter is to follow Seth to the Volunteer Office at the Hampton Roads Naval Museum, and watch, as he points with great pride and joy to the bulletin board where there is pinned a snapshot of himself with two other men. He points out George Golden and Andy Tingle, and explains that they are two other first class petty officers from his *Wisconsin* days who used to hang out with him in their spaces near the mess deck. All three made chief, all three retired as officers, and all three now work as volunteers on the ship in Norfolk. They jokingly refer to themselves as "The Three Musketeers."

In this picture, the three of them are standing close to each other, arms linked behind each other's backs, each man's mouth fixed in the same smile, which must be a battleship sailor's smile.

They don't make'm like that anymore.

GM3 Frank Moore during relaxed times aboard Wisconsin, *shown at left catching a barracuda, and at work, shown at right with the sound powered mike in hand and his back to the sea. Frank served in both World War II and Korea. (Photos provided by Frank Moore)*

On Gun Mount Five- GM3 Frank Moore

After several months of training in Hampton Roads, Gunner's Mate Third Class Frank Moore was introduced to combat under the harshest conditions. As a young seaman, the Navy assigned Frank to man a gun on board a landing craft bound for the coast of France. Specifically, the vessel was heading for Utah Beach on June 6, 1944. Frank's vessel was carrying a group of combat engineers for the first wave of Operation Overlord, more commonly known as D-Day. He thought he had enough of the military when the war ended until he found out what many returning World War II veterans soon discovered: the transition to civilian life was tough, especially since jobs were hard to come by.

As a result, Frank decided to rejoin the Navy and enlisted in the Naval Reserves. Within a few months, the Navy assigned him to the Battleship *Wisconsin*, quite a step up from amphibious ships. "Biggest thing I have seen in my life," he remembered. "I thought she was a hotel."

Promoted to third class, Frank was assigned to oversee a 40mm antiaircraft gun unit, specifically Gun Mount #5. Most enlisted sailors will always remember the amount of time they spent in the Navy simply chipping paint, and Frank is no exception. However, Frank's mount just happened to be on the starboard side of the O1 level outside the captain's stateroom and right above the executive officer's stateroom.

"The captain told me just to keep the gun painted and looking nice and not to worry about too much paint chipping. He wanted it spotless," he remembered. The one time he and his team did scrape the gun down, Frank received a visitor. While on his knees, a pair of brown khaki pants appeared in front of him. Frank looked up.

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It was the XO.

"He told us to 'chip like crazy' until the job was done. He was getting sick of the fact that we would chip then stop and chip some more then stop. The noise was driving him nuts," Frank said with a smile.

There was another important matter about the location of Frank's station. It also happened to be located next to Turret No. 2. When the main guns were to starboard, the barrels were long enough that Frank could reach out and touch them from his station. One day, Frank heard something that made him a little startled. "I saw the guns turn toward us. Then I heard 'The firing starts in five minutes.' Well, no one had told me to secure the station! So, I secured the station without orders and worried about getting disciplined later."

As soon as the Navy recommissioned *Wisconsin*, the battleship took a group of midshipmen for their summer cruise. Frank had a few assigned to his unit. "They were a sharp group. You would never have to tell them to do something twice." During the cruise, they would practice shooting the 40mm mount at jet-powered drones. Now one must understand that a 40mm gun crew does not have full control over its guns. The ship's fire control radar would direct the mount as a target flew by. Imagine a fast moving jet plane zooming by the ship. Needless to say, the Boffer 40mm guns were not meant for the Jet Age. During a demonstration for a Congressional delegation, the captain helped Frank's unit out. "The captain ordered the drone to fly slower so we could hit it. When we did, I had never seen him so happy." With training done and the midshipmen sent back to Annapolis, the battleship headed to Korea.

"Man was it cold," Frank remembered. But he found one way to keep warm, when he soon found out that the number four gun station was right near one of the boiler vents. While Frank and his team never had to engage MiGs, they always had to remain on their toes. Frank remembered one time he had just sat down for lunch when the word came over the PA system for everyone to get to their battle stations. Marines from the 1st Division had just reported a large concentration of North Korean troops and needed *Wisconsin*'s help. General Quarters was sounded. "I JUST sat down and was about to get up to run to my station, when they then told us that they only needed the five-inch gun crews."

After hearing the distinctive sound of the five-inch guns go off and with several rounds unleashed, Frank heard the results from the Marines over the PA system. "They said 'the Koreans will never put this army back together!'"

Wisconsin did several bombardments of targets around the North Korean city of Wonsan. The ship did so many attacks that Frank and his fellow sailors called them "bum runs." One mission that was not a bum run was the fateful day of March 15, 1952. In what has become one of the most important dates in the ship's history, the battleship began its path of destruction against a coastal North Korean railroad line.

"We saw one of the trains and we were told to open up. So we did. I don't know if we actually hit anything, but we gave it all we had."

Soon the North Koreans struck back and hit one of the 40mm gun stations on the 02 level with a 152mm shell. The gunner's mate in charge of the mount, GM3 Thackerson, was a good friend of Frank's and even now you can see the concern on his face like the attack happened yesterday. In a display of firepower usually reserved for show purposes only, the battleship fired a full broadside in rapid fire mode.

"We heard the helicopter spotter simply say 'There's no more island!'" Frank remembered with a certain amount of satisfaction.

Frank never felt in danger while on board the ship, which is saying a lot coming from a man who experienced the bloodbath that was the first wave at Utah Beach. "I always felt safe on the ship, she made you feel good to pull into port."

The battleship was one Frank's last assignments in the Navy. With jobs more plentiful and three kids and a wife, he returned to civilian life as an electrician having done his time for his country in two major wars.

Purple Heart Recipient- SA John Gormican

Among all the men who served on *Wisconsin*, Seaman John Gormican is probably the most famous. No, John did not go on to become Chief of Naval Operations like Lt. Cmdr. Elmo Zumwalt, *Wisconsin*'s navigator during Korea. Rather, John was one of the three sailors seriously injured on Gun Mount #15 on that fateful March afternoon in 1952.

When John checked on board the battleship in middle part of 1951, he had literally just finished boot camp. In many ways his introduction into naval service is a good example of how the Korean War caught the United States off guard. "When I first got to boot camp at Bainbridge, MD, the grass was waist high. The place had been shut down since the last war and we were the first group to use the place since," John remembered.

Under normal circumstances, John would have been sent to school to learn his rate. But *Wisconsin* was heading to war and the captain needed bodies, specifically their eyes and ears, to serve as lookouts as soon as possible. As soon as John was done with basic, he and 50 of his fellow recruits were shipped off to Norfolk.

"They made no secret about the fact that the ship was heading for Korea and that we were going with them. They marched us in single file from the barracks to the pier

Capt. Burton, CO of Wisconsin *during Korea, pins a Purple Heart on to SA John Gormican. John was one of the three* Wisconsin *sailors injured on March 15, 1952. (Photo provided by John Gormican)*

and on up to the ship. I was in awe when I first saw her," John remembered. As he was just 18-years old, John did not know much about the war. Only thing he knew was that he had a job to do.

As for not having any advance training, John's supervisors on board the battleship took care of that. "The boatswain mates taught us how to be lookouts. They told us

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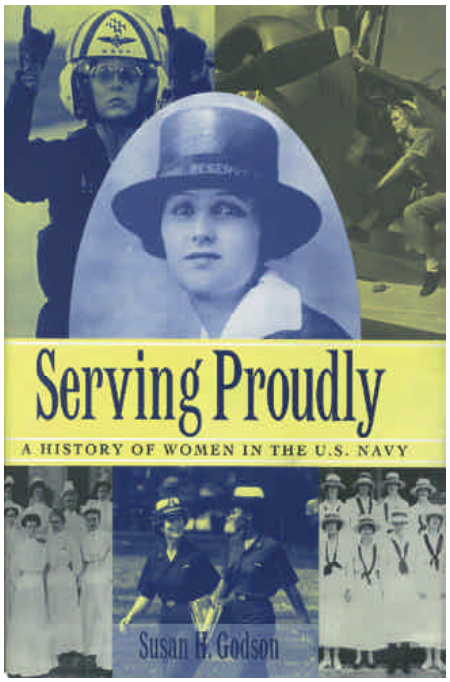
Book Reviews

Serving Proudly: A History of Women in the United States Navy

by Susan Godson

Reviewed by Kathryn Holmgaard



The twentieth century witnessed great change and advancement in the U.S. Navy, particularly in terms of the inclusion of women. From the Progressive Era at the turn of the century until the 1970's, women's involvement in the military ebbed and flowed with the wartime needs of the nation. Women initially broke the military barrier through traditional roles such as nursing and clerical work but then expanded their involvement to combat support, then aviation and finally the surface combat Navy. Susan Godson, through diligent and thorough research, has chronicled this history from an objective and official perspective.

The story of women in the Navy begins with nurses caring for war-wounded. Early "nurses" were not trained in the field of medicine but instead relied on their "instinctive nurturing abilities." The Sisters of the Holy Cross, nun predecessors to the Navy Nurse Corps, served aboard the *Red Rover*, hospital ship of the Mississippi Squadron during the Civil War. The Progressive Era welcomed "a new generation of women [who] sought to escape the Victorian cult of domesticity."

Susan H. Godson. *Serving Proudly: A History of Women in the United States Navy*. Annapolis: Naval Institute Press, 2001. ISBN 1-55750-317-6 $35.00.

World War I proved a successful testing ground for the integration of women in the Navy- nurses served in military hospitals at home and abroad and though they were barred from regular service on hospital ships, did see service afloat on military transports. The most important use of women in the World War I Navy was, however, the creation of the rate Yeomen (F) comprised of enlisted females. To release able-bodied men from shore clerical positions, Josephus Daniels authorized the enlistment of women in the US Naval Reserve Force. Yeomen (F) ultimately served not only as clerical workers as the rating yeomen implies, but also as cable decoders, draftsmen, munitions assemblers and translators. Women were paid the same as their male counterparts, according to Progressive ideals.

The author fails to describe, however, the women's rate of advancement in comparison with men except to say that few attained the rank of chief yeomen. At the close of the war, Godson writes, women returned home without much fuss. "Those women who entered the naval service had no idea that they were pioneers. They joined the Navy because the country needed their talents. Realizing that their contributions were only for the duration of the war...they resumed their pre-war roles."

This at first seems very difficult to believe until Godson offers further support for this assertion. She argues that without the cause of suffrage to rally around, women's organizations dissolved. However, the fact that Yeomen (F) successfully fought for the inclusion of the word "honorable" on their discharges, as well as significant veterans' benefits lends credence to the opposing theory that women did fight to retain active duty positions. The Yeomen (F) were organized, active and very persistent on many issues which leads the reader to believe that if they had wanted to retain their military positions, they would have made it so.

The Naval Reserve Act of 1938 created an even more extensive role for women in the Navy. Previously, other military branches had authorized women's auxiliary groups but the establishment of the WAVES (Women Accepted for Volunteer Emergency Service) meant that women were now *in* the Navy, not *with* the Navy. At the close of World War II, women were less eager to give up their military status than after the previous war. Through Congressional lobbying, enlisting the support of top leaders and even personal manipulation, women won the right to continue as permanent members of all branches of the military with the Armed Services Integration Act of 1948. Again, Godson is quick to mention the shortage of active duty personnel as the Cold War loomed on the horizon. Demobilization had been "too effective," she notes, as "the world situation worsened" creating a deficiency that the author implies left the Navy with only two options: enlist women permanently or institute the peacetime draft. Though Godson does not discount the effort of the women involved in the movement, it seems an oversimplification to suppose that the Navy accepted women in its time of need when, instead perhaps, women as well as men felt the pangs of patriotism and pushed more fervently for a role in national defense.

Godson achieved her goal of writing an official history. However, the reader should be wary as this is not the whole story. The path to equal opportunity and greater responsibility for women in the Navy has been one of great resistance, and a full appreciation of this struggle must involve an in-depth understanding of advancement from the perspective of women in the trenches. Controversial and subjective issues such as sexual harassment, homosexuals, and the theory that women were excluded because they were a threat to sailors' manhood are omitted for the sake of fact over speculation. With Tailhook less than a decade old, however, the reader should be aware that this story is far from over.

Advance Force-Pearl Harbor

by Burl Burlingame
Reviewed by Howard Sandefer

In his book *Advance Force-Pearl Harbor*, Burl Burlingame covers previously slighted actions in examining the attack on Pearl Harbor by the Japanese on December 7, 1941. Specifically, Burlingame looks at Japanese submarine attacks on Battleship Row. While others have exhaustively covered the minutia of the air attack and the various conspiracy theories, Burlingame gives such considerations brief mention and concentrates on the submarine threat to the U. S. Pacific Fleet.

Burlingame points out that the main perceived threat by high commanders, prior to Pearl Harbor, was submarine attack on the Fleet. This perception was strengthened by German successes in the Battle of the Atlantic. He further strengthens his assertion by detailing the employment of no fewer than 30 fleet submarines and five midget submarines around the base on Oahu. Such lack of concern about air attacks, however, ignored the successful Taranto raid by the British, and numerous prewar Fleet Problems.

Burl Burlingame. *Advance Force-Pearl Harbor*. Annapolis: Naval Institute Press, 2002. ISBN 1-55750-211-0. $27.50.

A new theory is advanced by Burlingame that miniature Japanese submarines actually penetrated the entrance to Pearl Harbor and torpedoed one of the battleships that was sunk that day. The author had one of the famous Japanese photos digitally enhanced and the result does look as if a midget submarine had just fired a torpedo into the *West Virginia/Oklahoma* mooring. It is known that at least one sub got into the harbor, because it was rammed and sunk by USS *Monaghan* (DD-354), after firing both of its torpedoes. If another submarine did fire a torpedo into USS *Oklahoma* (BB-37), this would indicate that at least two of the midgets did penetrate the torpedo net at the mouth of the harbor.

This interesting book is severely marred by a lack of documentation footnotes. A brief synopsis of further operations by midget submarines is included after the initial exhaustive treatment of the opening submarine offensive. It makes a number of charges and conclusions without documentation. If it were documented properly, it would serve as a strong antidote to those who say the atomic bomb was unnecessary. He details the Japanese mentality that discounted the value of human life and made a fight to the death a virtual necessity throughout the Pacific theater.

The story of the surprise achieved by the Japanese and the resultant investigations, scapegoating, etc., are remarkably reminiscent of the same type of events after the attack on the World Trade Center and the Pentagon in September 2001. Proper use of intelligence calls for collection, evaluation and dissemination. The intelligence establishment was unable to properly separate legitimate clues to the real threats from false leads in 1941 and again sixty years later.

The passage of 60 years also shows that a freedom loving people in a democracy are more interested in pursuing happiness, wealth, and general good than in restricting its citizens and guests. We extend a broad welcome to our facilities and educational establishments to almost all in the world. That this trust in the goodness of humans is occasionally misplaced does not change our outlook. Our hospitality as a nation was severely abused on both occasions, and our friendliness and openness were used against us by savages.

Some of the more absurd actions taken in view of the surprise attack are included. These also should serve to remind the nation that some considerations of common sense should be applied when contemplating retaliation against fanatical aggressors.

The author thoroughly exposes the abuses by the enemy in various situations not generally reported in contemporary history. The usual manner of dealing with merchant seamen after sinking their ships was to crash into their lifeboats and machine gun those in the water. On occasion, the seamen were picked up and then used for amusement in beatings and beheadings. The author makes note of the fact that European and American prisoners of war in the hands of the Japanese suffered a death rate of one in four.

It is doubtful if the attack on Pearl Harbor will ever lose its fascination for historians. The destruction was too wide spread, the loss of life too great, and the failure of intelligence too complete to ever be relegated to obscurity. The occurrences of September 11, 2001, should always remind us that vigilance is always necessary, regardless of the apparent lack of threat.

Don't Rock the Boat: Battleship Movement During a Broadside

One of the most common questions we get about *Wisconsin* concerns whether or not the battleship moves sideways when it unloads a full broadsides. The simple answer is no, it does not. However, we have had some skeptics who insist that it does and have demanded prove beyond a reasonable doubt before they will believe otherwise. Fortunately for The Sage, Richard Landgraff and Greg Locock

The Museum Sage

Does a battleship move sideways when it unloads a full broadsides? Just look at the wake of the ship. (Naval Historical Center photo)

posted an excellent article on the web site "Navy Technical Board" concerning this very issue and have graciously allowed The Sage to publish their findings:

"To calculate the velocity of the USS *New Jersey* moving sideways, what you need to consider is conservation of momentum. A 16" Mark 8 APC shell weighs 2,700 lbs. And the muzzle velocity when fired is 2,500 feet per second (new gun). USS *New Jersey's* full displacement is about 58,000 tons fully loaded (for ships, a ton is 2,240 lbs.). All weights must be divided by 32.17 to convert them to mass.

If the battleship were standing on ice, then would the ship move sideways when she fired?

Mass of broadside*Velocity of broadside=Mass of ship * Velocity of ship 9*(2,700/32.17)*2,500=58,000*(2,240/32.17)*Velocity of ship

Solving for the ship's velocity:

Velocity of ship=[9*(2,700/32.17) * 2,500]/[58,000*(2,240/32.17)]=.46 feet per second

So, the ship's velocity would be six inches per second, ON ICE.

This analysis excludes effects such as 1) roll of the ship, 2) elevation of the guns, 3) offset of the line of action of the shell from the center of gravity of the ship, and 4) forces imposed by the water on the ship. These are variously significant, and will alter the velocity calculated above."

The article goes on to state that this also assumes that the battleship is firing her guns at zero degrees elevation, that is parallel to the ice. This rarely is the case, as the shell wouldn't go very far.

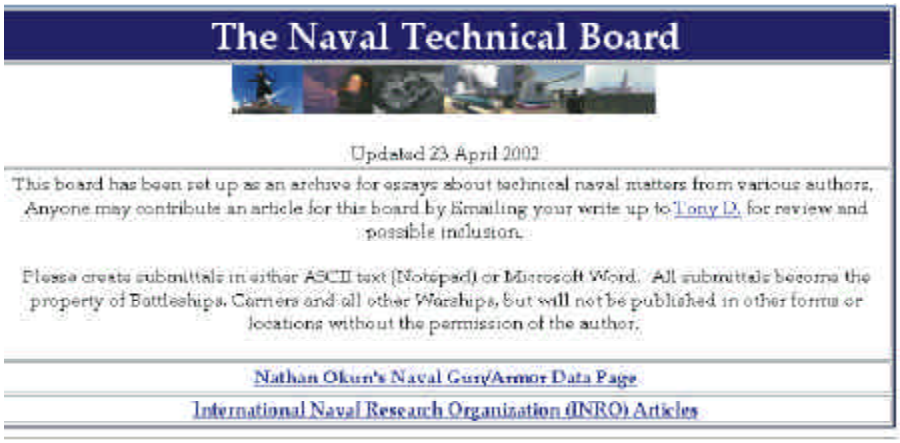
Now for those of you who, like The Sage, did very poorly in physics there is an even more simple example we can use. Look at the above picture of USS *Iowa* (BB-61). Many people mistakenly look at the whitewater caused by the gun blast and assume that the ship is moving sideways. But, The Sage (and the above authors) would like to direct your attention to the ship's wake. In short, wakes don't lie and it will only appear where a ship has been. In this case, the wake of the ship is perfectly straight.

Mr. Landgraff added to the analysis above with his own empirical evidence. He has personally been on board both *New Jersey* and *Missouri* during a broadside shoot and never had to hold the handrail. Maybe all of this will silence the doubters? All The Sage has to say: Your Honor, the People rest.

The Sage would like to thank Tony DiGiulian of warships1.com and Richard Landgraff and Greg Locock for allowing us to publish their findings. See the "Useful Web Sites" at right for more information about this and other similar articles from the Navy Technical Board web site.

Useful Web Sites

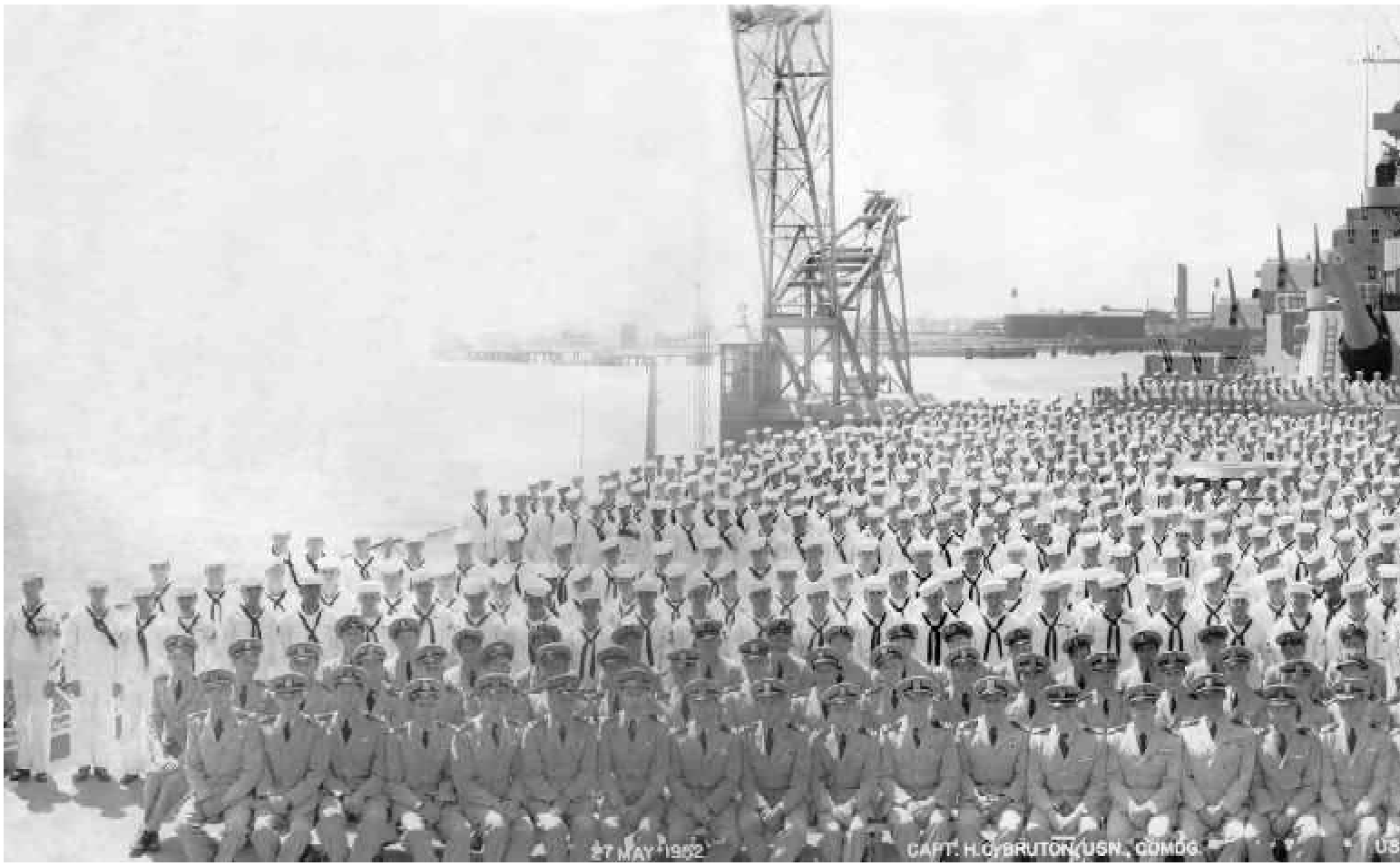
http://www.surfacewarfare.navy.mil/destroyercentennial/-In 2002, the Navy is celebrating the 100th anniversary of its destroyer-type warship. This is an official Navy website that provides information about the celebration and the historical significance of this important warship.



http://www.warships1.com/W-Tech-This web site is entitled "The Navy Technical Board" and it is an excellent website with many well written articles concerning naval warships (including the topic covered in The Museum Sage at left.) It is a privately-run site with topics such as the effectiveness of naval guns, and maritime engineering. Well worth the look.

Corrections and Horrible Errors

In a previous issue of The Daybook, we published an article about *Wisconsin* on the Korean War. In this article, the author stated that three sailors injured on March 15, 1952 were taken off the ship by the destroyer USS *Duncan*. During a recent interview, John Gormican, one of the three injured, corrected the author. He stated that he stayed on the ship the whole time and did not leave until the ship returned home to Norfolk and then was taken to the Portsmouth Naval Hospital.



Ship's Company-USS Wisconsin, *May 27, 1952 at the Norfolk Navy Yard-Portsmouth. This picture was taken shortly after the warship returned to Hampton Roads. Notic*

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what to look for: mines, airplanes, and such."

One thing they could not prepare them for was the harsh Korean winter. John remembered, "We would stand lookout on the bow for no more than 15 minutes and then would have to come back inside."

Like all of *Wisconsin*'s crew members, John had a place to going during general quarters. His station was Gun Mount #15 on the starboard side, 02 level, near Turret Number 3 where he was taught how to be a loader.

That's where John was on March 15, at his battle station. The mess hall brought food up to them at regular intervals as John's team had to stay their so long. Along with several of the other gun mounts, Mount #15 had just finished firing at a North Korean train that was moving along the coast line. Then, the North Koreans fired back.

"All I remember was that it was a clear, cold day, around four in the afternoon. We had just got done firing at the train. Next thing I remember I was flat on my back and being operated on."

The 152mm shell injured three sailors and John got the worst of the attack. He lost a significant amount of blood and large pieces of shrapnel had to be removed.

"They kept me awake to prevent me from going into shock."

Wisconsin's medical teams kept John alive, despite the seriousness of the injury. He was still in critical condition and could have died. The ship's Catholic chaplain was so sure that John was not going to pull through, that he tried give the injured sailor last rites.

"I kept having to push him away. 'Go away, I am not going to die!' I told him. Finally, the doctors and corpsmen removed him."

The young chaplain would later apologize to John for being so pessimistic about the sailor's will to live. Captain Burton, *Wisconsin*'s commanding officer, pinned the Purple Heart on John's chest a few days later when John was a bit more awake. A Navy photograph of the pinning ceremony shows John with a huge smile on his face. While he has the expression of a kid in front of the Christmas tree, looks can be deceiving.

"I was high on morphine, that's why I was smiling," he remembered with a chuckle. "The doctors gave the drug to me for several days to kill the pain and eventually had to give me a placebo to make sure I didn't become addicted to the stuff."

The Navy kept John on the battleship for the rest of Korean cruise. It was not until he got back to Norfolk that he was taken off the ship and over to Portsmouth Naval Hospital to begin rehabilitation. While at the hospital, he was asked what assignment he wanted next. Without pausing, he asked to return to *Wisconsin*.

John eventually got his advance training and struck as a corpsman. His experience aboard *Wisconsin* permanently changed his life in more than one way. To this day, he is still physically affected by his March 15 injuries. But, he has not let that stop him from living a normal life. He did admit that while he cherished his time aboard *Wisconsin*, he never wanted to serve on another ship. To that end, he completed his 20 year military career by serving for 16 years as a flight medic and serving with

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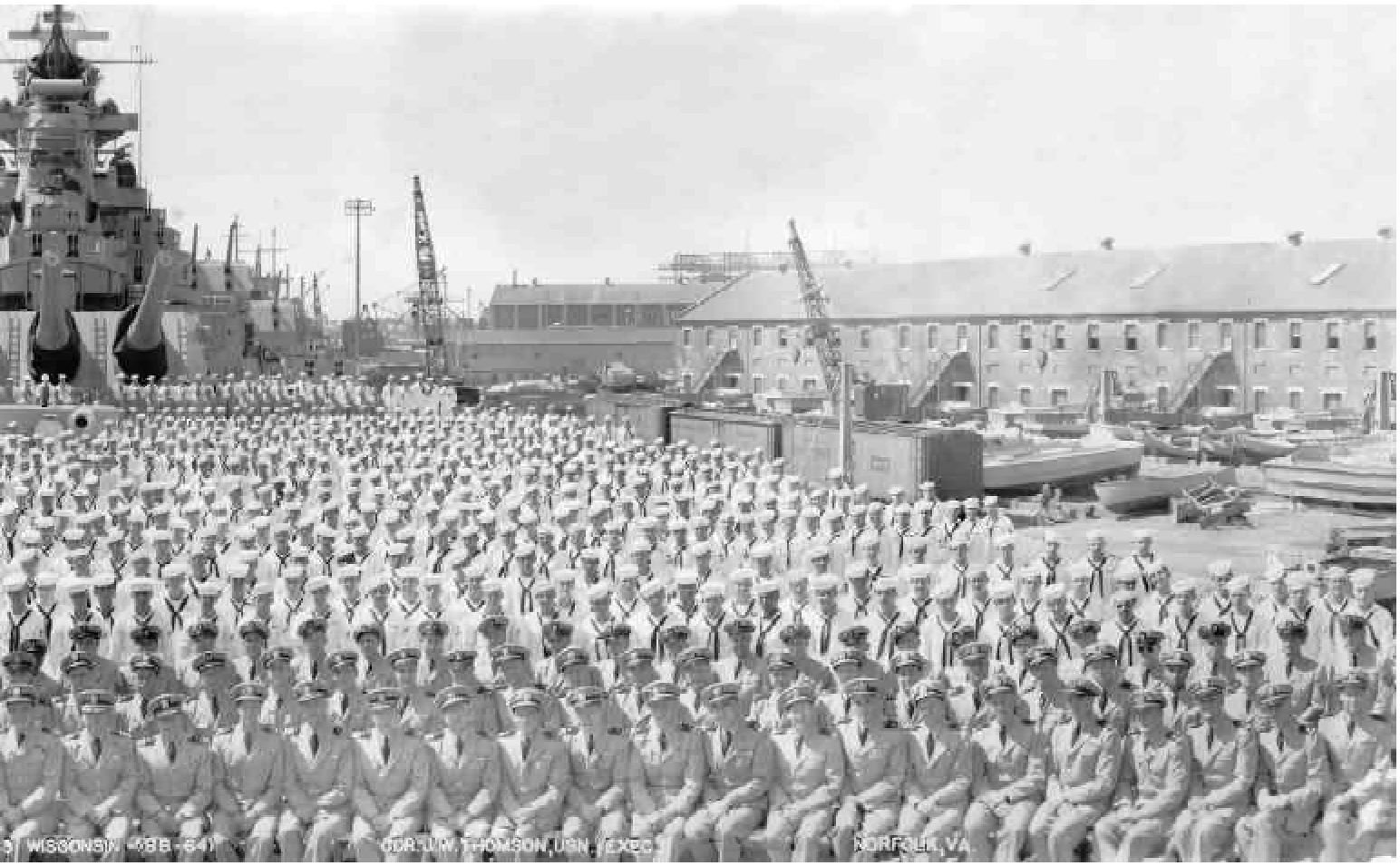

takable enthusiasm of Lt. Cmdr. Zumwalt, who served as ship's navigator, in the front row. (HRNM photo)

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air rescue teams in the Air Force.

John has since been back on board *Wisky*. He sums up his March 15 experience in very simple terms: "Lucky to be alive."

"Boats"-BM1 Jim Hornshaw

When you first meet Jim Hornshaw, you automatically get the impression that he was in the Navy. He is a rough, no-nonsense person, who possesses a charming sense of humor. Like many of his shipmates aboard BB-64, Jim joined the Navy in World War II in the early stages of the conflict. He and his friends from Detroit, MI all went down to the recruiters together. "There were 12 of us," he remembers, "but only two of us joined the Navy."

He joined the Navy for one reason: to go to sea. "They wanted to send me to school, but I told them 'I joined the Navy to go to sea.'" So, they made him a boatswain's mate. He served on mostly small boats throughout the war including patrols onboard USS *SC-698* during the Battle of the Atlantic.

At the end of the war, his ship pulled into San Francisco where he participated in a V-J Day parade. He had serious thoughts about leaving the service and was just about to until he ran into one of the officers from the brand new destroyer USS *John W. Thomason* (DD-760). "After a few drinks at a local bar, he convinced me to reenlist and join his ship."

He came to *Wisconsin* in 1950. Once again he was just about to reenlist when he received orders to the battleship. "It was like dying and going to heaven," he remembered when he received his orders to serve on a battleship. By this time, Jim was a 1st class boatswain's mate. The Navy assigned him to the ship's 7th Division, which was responsible for the maintenance of the starboard side of the ship around Turret Number 3. This included painting and the general maintenance of the superstructure. Sometimes he had to look high and low for his team.

"The admiral liked to watch cowboy and Indian movies. He was always having them brought on board. Well, one day I went looking for my group and there they are watching a movie with the admiral!"

But this was only during relaxed times aboard the ship. During the general quarters, the division manned one of the guns in Turret Number 3. A large portion of the crews manning the main guns were deck hands. Jim was made one of the supervisors in the turret. These supervisors were called gun captains and it was an honor that

BM1 Jim Hornshaw is pictured here with some of his fellow first class petty officers aboard Wisconsin. *He is the first one on the right. Sitting just two seats down from him on the right side is 0S1 John Cummisk. (Photo provided by Jim Hornshaw)*

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allowed Jim to wear a special patch and receive a slight increase in pay. "It was all team work. We were supposed to be able to load the gun and fire it twice a minute. One time, we loaded it in twenty-four seconds during exercises in the Caribbean. We got yelled at for violating safety regulations and never did that again," he said with a smile.

Being inside the turret, Jim's world was very small. His experience in combat is similar to that of many other sailors throughout maritime history. Jim and crew rarely knew where or for what reason the gun was being fired. For example, Jim was supervising his gun crew on March 15, the day the ship was hit. Like many of the crew, he did not know the ship got hit. All he heard was the order to retaliate.

"All I heard was an order for a nine gun salvo. I understand that the Old Man [the ship's commanding officer, Captain Burton] was quite shook-up about it."

One of Jim's other jobs was to pipe dignitaries aboard the ship. *Wisconsin* had four boatswain's mates on hand for these type of ceremonies. Among the people Jim piped aboard was the commander of Task Force 77, U.S. Senators, and even Syngman Rhee, president/dictator of South Korea during the war. But Jim didn't seem to care. "He was just another body."

Another aspect that Jim did not seem to care about was the weather. *Wisconsin* arrived in South Korea, in the middle of winter. But being from Detroit "I loved the cold weather."

The coffee he drank must have helped a little. Jim swears that he must have drunk at least 25 to 50 cups of coffee a day to just keep up with his duties. Sleep? Who needs sleep? "I didn't sleep until I got home."

Jim has been retired from the Navy since 1968, but still seems like he has the will and energy to serve in the Navy today.

In Our Next Issue…

- Hampton Roads and the Mexican War
- More on *New Ironsides'* Engine Room Clock
- Book Reviews: *Mutiny: A History of Naval Insurrection* and *Civil War Ironclads: The U.S. Navy and Industrial Mobilization*